AUTOMOBILES

our and return the trophy to

Glidden, the globe girdling Boston to not appear to have met with pproval among the manufac-At various times ast two or three years there this year will be the last conets lacked sponsors with author-Briscoe, president of the prers Contest Association and Maxwell-Briscoe Motor Comissued the following statement on

view of the recommendation made official of the American Automobile ous Glidden trophy and returning it to its to protest any such action by the for the Maxwell concern, but for any other concerns holding membership Manufacturers Contest Association its presentation to the A. A. A. "To discard this classic touring trophy the country at this time, after it has aced so much good for the industry, ny opinion, an extraordinary action which would be regretted not only notor car makers but by the public as Surely no automobile trophy ever

much toward the progression of the motor car industry, not excepting even the Vanderbilt cup.

Donated in the early days when the automobile was looked upon as the rich man's toy it created enthusiasm throughout the territory through which the Glidden toward was run; it showed the public in general that the motor car could accomplish all that was claimed for it; it demonstrated that the 'horseless carriage' had become a permanent fixture in social and business life; it has done more than anything else to sound the death knell of the horse and its relegation to the farm; it has given to manufacturers a superior opportunity to learn the strong and weak parts of their cars, which could not have been learned under general touring conditions. This in brief is what the Glidden trophy has gone for the industry, sport and pastime. And it is this same famous classic trophy that certain interests would now bury in the historic archives of motordom.

The Glidden Tour is well known by the public at large, from Boston on the Fast to the Golden Gate on the West, and from the Gulf of Mexico to the Great. Lakes. It is the public barometer as to what the various cars can do in endurance, mountain climbing, plunging through sand or gumbo, or speeding over macadam roads. The Glidden Tour has taken the automobile through country hardly passable by horse vehicles and has fully demonstrated that the motor car can accomplish what no other form of transportation can.

"None of these could have been learned so, sapidly but for Mr. Glidden's generous offer in donating the famous trophy which bears his name. As a pioneer he certainly southled to any credit which may be his. Personally I believe that too much credit cannot be given to him for his foresight and keen intuition of the benefits to be derived from an annual contest such as the Glidden tour has developed into. I doubt if Mr. Glidden tour has developed into. I doubt if Mr. Glidden tour has developed into. I doubt if Mr. Glidden the motor car when he first donated the trophy.

To

me it sounds inconsistent for this

To me it sounds inconsistent for this A. A. A. official to recommend the withdrawal of the Glidden trophy and offer certificates in its place, when in the same statement he says: 'At this time a suitable resolution should be offered expressing the appreciation of the association to the effective of the same transpectation of the didden trophy. And a committee appointed to present such resolution to Mr. Glidden, with power to arrange with him as to the disposition of this trophy. Too much credit cannot be given Charles J. Glidden for his generosity and foresight in offering this trophy, which has made it possible for this tour to become an event of national importance.

"In other words, the recommendation is made to withdraw the trophy when in the same breath it is conceded that in offering the trophy Mr. Glidden 'has made it possible for this tour to become an event of national importance.' Let us keep the trophy and continue it in the high place which it has earned."

While the principal sinterest for automobilists during the last two weeks has been the big shows at Grand Central Palace and Madison Square Garden a great many enthusiasts have visited the salesrooms along Automobile row. The Rambler, Rainier, Benz, Houpt and Zust branches or representatives have conducted very successful private shows of their own for the last two weeks which have been visited by thousands of present and prospective automobile owners. The Studebaker firm has alse had a show of its own in its big salesrooms, and the White company has used its local branch as a display room for the gasolene trucks it recently placed on the market. An interesting exhibit, though of a purely decorative character without salesmen or depomistrators, has been on view in the 1650y of the Hotel Astor for the last two weeks. A score or so of Continental antiskid tires, mounted on Continental demountable rims, have been used as part of the decorations in honor of the two automobile shows. Tiny red electric light globes were stuck against the sides of the itres so carefully that it appears as if the standards for the lamps had been stuck into the tire casings. Most of the men who noticed the lamps thought the decorators had made holes in the casings until the hotel men hold how the lamps were affixed.

That the railroads have had an immense

noticed the lamps thought the decerators had made holes in the casings until the hotel men hold how the lamps were affixed.

That the railroads have had an immense business from the sutomobile industry both through the shipment of machines from the factories and by the stimulus given allied industries was shown in an interview with J. S. Marvin, general traffic manager for the three manufacturing organizations, the National Association of Aleensed Automobile Manufacturers and American Motor Car Manufacturers and American Motor Car Manufacturers association. Mr. Marvin said:

"The carriers have profited largely by the development of the automobile industry is this country. They naturally profit through the success and extensive shipments of any industry, but this one is exceptionally productive of revenue for the railroads. An automobile factory will pay the carriers for from five to ten times as many freight cars and at much higher rates than a factory producing an equal number of horse drawn vehicles. It is expected that something like 100,000 carloads will leave the factories this season. These shipments of course originate over a scattered territory and move to all parts of the country; but if New York to Chicago yild be considered the average distance maled it would indicate that the carriers will earn on them about \$5,000,000.

Taking Detroit to New York as the average distance the carriers would earn about \$5,000,000. The factories that produce in large quantities give the carriers each day for a considerable portion of the year enough loaded cars to make up a good sized freight train. In addition to the machines shipped direct from the factories the railroads carry thousands of shipments to and from races and exhibitions, second hand machines sold and shipments made by owners and tourists. Seventy-five to a hundred carloads leave New York at the close of the Palace and Garden shows. The exhibitions at Chicago, Boston, Philadelphia, Atlanta and other cities create similar traffic.

"Thousands of tons of c

sundries. Hundreds of thousands of eliminary use the passenger service annual through their interest in exhibitions, and interest in exhibitions, are inaugurated by this industry. The total amount of money invested kept in circulation is enormous and created business for the carriers in department of their service. States show that about one-half of those entered the manufacturing field have onlined. To those who have perfect the railroads are indebted for an ease addition to their high class busiwithin the last ten years.

Filly Thoroughbreds First of Season's the purpose admirably if the user the purpose the full interest to it. And it is the tole in the purpose admirably if the user the purpose the purpose the full interest to it. And it is the tole in the purp

THE AUTOMOBILISTS

to fifty-five pounde of pressure. Either gas or air will seep out of the tire in one way or another by slow degrees.

The importance of ample inflation is emphasized by the fact that the Diamond Hubber Company will make a large part of its advertising campaign this year right along educational lines, showing the superior tire service when plenty of air is used. Most tires are overloaded, and the best available answer to this condition is a size of tire next larger than that usually applied. The only other answer of any kind is that of air, and still more air, and nowhere do the results show faster than in the service given by the tire overloaded as a regular thing.

nowhere do the results show laster than in the service given by the tire overloaded as a regular thing.

Eleven State associations of the American Automobile Association were represented in the session of its national legislative board heid last week and presided over by Chairman Charles Thaddeus Terry. Vermont, Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, Ohio, Colorado and Nebraska were the States that supplied delegates. The members present discussed the Federal registration bill and the national legislative convention which will be held at Washington, D. C., February 15, 16, 17. Discussing the Federal bill Chairman Terry stated the object sought to be accomplished and pointed out that it did not in any way interfere with the rights of the several States to regulate the use of the motor vehicle in respect to matters coming within the police power of the States.

The sole point sought to be effected by the Federal registration bill is to afford a motor vehicle user after he shall have obtained his license to operate from the State of his residence to procure from the Federal bureau in Washington a Federal linense which will enable him to operate without the necessity of procuring any further dicense wherever he may choose to take his car. The bill does not in any effect interfere with State rights to regulate automobiles in all other respects, as to speed, signal devices, brakes and the like, and it leaves every State free to regulate the use of motor vehicles within its borders as it may choose in all these respects.

A resolution was offered by Dr. Rowe of Maryland that it was the sense of the meeting that the provision with reference to speed which should be incorporated in all motar vehicle laws should be as follows: "Every person operating a motor vehicle on the public highways of this State shall drive same in a careful and prudent manner, and at a rate of speed so as not to endanger the property of another or the life or limb of any person."

It was also the senti

merks.

It was suggested that as a matter of expediency, where the principle was obscured by a feeling of hostility or of prejudice in some sections, that perhaps it might be deemed wise and diplomatic in order to allay such feeling for automobilists to submit to such special tax to a reasonable amount, but that this would not be in accordance with the principle and justice of the matter, but against it.

TRAP SHOOTING.

Dr. Brown and Hedgman Tie for High Gun Honors at Travers Island.

The clay bird men had a tough day of for a biting wind came tearing in off the shocters went through seven events. For the high gun honors of the programme there was a dead heat between Fred A. Hodgman and Dr. Brown. Both made two wlus and tied for the third in the Hodgman cup, in which there was no shootoff. Hodgman won the leg in the Haslin

Hodgman cup, in which there was no shootoff. Hodgman won the leg in the Haslin cup and the De Wolfe cup, the latter being the ten pairs of doubles. Dr. Brown won the leg in the January cup and the Westley-Richards gun. The Kuchler trophy went to O. C. Grinneil and the special trophy to T. A. Wilson. The summaries:

January Cup—23 targets; handlcap—Dr. Brown:

1. 23: Fred A. Hodgman, scratch. 22: T. A. Wilson.

3. 21: G. Fred Pelham, 2. 21: George W. Kuchler.

2. 21: O. C. Grinneil, scratch, 18.

Haslen Cup—25 targets; handlcap—Fred A. Hodgman, scratch. 23: T. A. Wilson. 5. 20; O. C. Grinneil, scratch. 50: Dr. Brown, scratch. 20: G. Fred Pelham, 2. 19: George W. Kuchler, 2. 17.

Westley Richards Gun—25 targets; handlcap—Dr. Brown, 1, 25: F. A. Hodgman, scratch, 21: Q. Fred Pelham, 2, 30; O. C. Grinneil, 1, 19: T. A. Wilson, 5, 18: George W. Kuchler, 2, 14.

Wilson, 5, 18: George W. Kuchler, 2, 17.

De Wolfe Cup—20 targets; handlcap: ten pairs of doubles—F. A. Hodgman, scratch, 10: G. Fred Pelham, 2, 13; O. C. Grinneil, 1, 14: George W. Kuchler, 2, 14: T. A. Wilson, 5, 12: Dr. Brown, scratch, 11.

Kuchler Trophy—25 targets: handlcap—O. C. Grinneil, 1, 22: Dr. Brown, scratch, 20: Fred A. Hodgman, scratch, 19: T. A. Wilson, 8, 16: G. Fred Pelham, 2, 16.

Hodgman Trophy—25 targets; handlcap—Dr. Brown, scratch, 21: Fred A. Hodgman, scratch, 21: Fred Pelham, 2, 19: T. A. Wilson, 8, 16: G. Fred Pelham, 2, 16.

Hodgman Trophy—25 targets; handlcap—Dr. Brown, scratch, 21: Fred A. Hodgman, scratch, 21: Fred Pelham, 2, 19: T. A. Wilson, 5, 16: G. Fred Pelham, 2, 16.

Hodgman Trophy—25 targets; handlcap—Dr. Brown, scratch, 21: Fred A. Hodgman, scratch, 21: Fred Pelham, 2, 19: T. A. Wilson, 5, 16: G. Fred Pelham, 2, 16.

Hodgman Trophy—25 targets; distance handlcap—T. A. Wilson, 18, 18: Dr. Brown, 17, 17: O. C.

Grinnell, 15, 14; G. Fred Pelham, 19, 15; Fred A. Hodgman, 15, 15.

Snow did not stop the gunners of the Crescent Athletic Club from following their favorite pastime at the Bay Ridge traps yesterday. In spite of the poor background the marksmen all did well and the various prizes were captured by scores that were excellent. The principal event of the afternoon was the January cup. Eleven competed and the one to hang up the best score was J. H. Vanderveep, who, shooting with a handicap of one target, broke a full string of twenty-five bluerocks. The bestrun of the day was made by H. W. Woodcock, however, in the scratch shoot. In this event, which was at fifteen targets, Woodcock broke every one of the clay pigeons. As many of the gunners of the Crescent Athletic Club are now at Pinehurst, N. C. the shooting committee decided to postpone the club championship until next Saturday. The New Moon organization is planning interclub shoots with both the New York Athletic Club and the Larchmont Yacht Club. The Boston Athletic Association also has been challenged by the Crescent Athletic Club. There is also some talk of the Crescent Athletic Club challenging Yale.

The Scores:

of the Crescent Athletic Club challenging Yale.

The scores:

Trophy Shoot—25 targets, handicap—J. H. Ernst, 3, 24; F. W. Monfett, scratch, 22; F. B. Stephenson, scratch, 20; F. S. Hyatt, 2, 20; J. H. Vanderveer, 1, 20; G. G. Stephenson, Jr., 2, 18; M. Stiner, scratch, 18; H. M. Brigham, scratch, 12; Trophy Shoot—25 targets, handicap—H. M. Brigham, scratch, 12; F. W. Monfett, scratch, 22; F. S. Hyatt, 2, 21; Dr. F. C. Raynor, 4, 21; M. Stiner, scratch, 20; G. G. Stephenson, Jr., 2, 20; W. C. Raynor, 1, 20; F. B. Stephenson, Jr., 2, 20; W. C. Raynor, 1, 20; F. B. Stephenson, Jr., 2, 20; W. C. Raynor, 1, 20; F. B. Stephenson, Jr., 2, 20; W. C. Raynor, 1, 20; F. B. Stephenson, Jr., 2, 20; W. C. January Cup—25 targets, handicap—J. H. Vanderveer, 1, 16; J. H. Ernst, 2, 16. Prize divided, January Cup—25 targets, handicap—J. H. Vanderveer, 1, 25; H. M. Brigham, scratch, 22; F. S. Hyatt, 2, 22; M. Stiner, scratch, 20; H. W. Woodcock, scratch, 20; F. B. Stephenson, scratch, 19; J. P. Fairchild, scratch, 19; Dr. J. J. Keyes, 2, 14; G. Brower, 1, 14.

Stake Trophy—25 targets, handicap—H. M. Stake Trophy—36 targets, handicap—H. M. Stake Trophy—36 targets, handicap—H. M. Stake Trophy—37 targets, handicap—H. M. P. F. S. Hyatt, 2, 21; Dr. F. C. Raynor, 4, 21; J. H. Ernst, 2, 20; H. W. Woodcock, scratch, 20; Dr. J. J. Keyes, 2, 20; J. P. Fairchild, scratch, 19; J. H. Vanderveer, 1, 18; M. Stiner, scratch, 19; J. H. Vanderveer, 1, 18; M. Stiner, scratch, 19; J. H. Woodcock, 13; F. B. Stephenson, Jr., 2, 23; G. Brower and J. P. Fairchild, 19; H. W. Woodcock, 13; F. B. Stephenson, Jr., 2, 29; G. Brower and J. P. Fairchild, 19; H. W. Woodcock, 19; F. S. Hyatt, 2, 21; W. C. Dammon, 1; 22; F. S. Hyatt, 8; J. H. Ernst, 8. Greatch, 10; H. M. Brigham, scratch, 12; J. H. Ernst, 8. Greatch, 10; H. M. Brigham, 10; A. M. Dalton, 10; G. Stephenson, Jr., 11; J. P. Fairchild, 19; F. S. Hyatt, 2; F. S. Hyatt, 8; J. H. Ernst, 2, 22; F. S. Hyatt, 2, 21; Dr. F. C. Raynor, 4, 21; Dr. F. C. Raynor, 4, 21; Dr. F. C. Raynor, 4, 21; Dr. F. C. Raynor, Yale. The scores:

The Navy's Baseball Schedule.

ANNAPOLIS, Md. Jan. 15.—Seventeen games are scheduled for the Navy baseball team, according to the schedule approved by the authorities. More than usual interest centres in the season at Annapolis this spring, as Navy fans are to see the annual struggle with the Army played on the academy diamond instead of at West Point. The big game will be played on May 28, just at the opening of visitors' week. The schedule: visitors' week. The schedule:

March 23, St. John's College; 26. Cornell University; 30. Trinity College.

April 2, Amherst College; 8, Maryland Agricultural College; 9, University of Pennsylvania; 16. Bucknell; 23. University of Pennsylvania; 27. Agricultural College of North Carolina; 30. University of West Virginia.

May 4, St. John's College; 7, Penn State College; 11. St. John's College; 14. Dickinson College; 16. Maryland Athletic Club; 21. Georgetown University; 28, West Point.

CURRENT REPORT THAT TEX RICKARD WILL SOON BE FROZEN OUT.

Gleason and Coffroth, It is Said, Will Finally Manage Jeffries-Johnson Fight Frisco Politics to Cut a Big Figure -- Dreyfuss-Ebbets Schedule Row.

Will the Jeffries-Johnson fight be pulled off by Promoters Gleason and Rickard? Several wise sporting men in the neighborhood of Forty-second street asked this question yesterday after one of them had received a telegram from San Francisco "Coffroth has a license from Supervisors

for a fight club in this city for the first time in three years. He's in right and may finally handle big battle. Gleason and Coffoth are going to freeze out Rickard. In support of this private wire came

word from the coast yesterday that the Frisco Supervisors had granted a permit for January to the newly formed Shasta Club, which is controlled by James W. coffroth, the promoter of the fight arens at Colma in San Mateo county, Cal. Three years ago Coffroth was barred from holding fights within the city limits by Supervisors, but the recent change of administration in Frisco has brought sev eral of Coffroth's old friends into power. Meanwhile the Supervisors who have licensed Coffroth's new club have decided to take no action upon Gleason's applicabout in Frisco, preferring to delay the matter for some time to come. But Gleason, it was learned resterday, has received a quiet tip that he will get a license in due time but must first put Rickard out of the running. In short Coffroth's pull is said to be so far reaching that Gleason will have to declare him in after freezing Rickard out before the license to hold the Jeffries-

Johnson fight in Frisco will be forthcoming. Rickard, it is conceded, will not be al-lowed to pull off the fight in Utah, while Nevada is not seriously considered because of its proximity to California. But when Tex got a Frisco tip yesterday at Salt Lake City he gave vent to his feelings "I will hold the fight on the desert twenty

Francisco with a local man as manager I alone will be manager of the fight and I still plan to hold it in Salt Lake. A boxing ontest is not against the Utah laws. I intend to meet a number of business mer here shortly and will find out from them whether there will be any interference. The Mayor of Ogden, for that matter, will not oppose the big match if it is called a contest.' Gleason can't hog it all and Frisco has no sure thing."

boxing contest. Gleason can't hog it all and Frisco has no sure thing."

It will be recalled that when bids for the fight were opened last month over in Hoboken there were two propositions in which Gleason figured, one with Rickard as a partner and the other with Coffroth as cobidder. It will also be remembered that form McCarey of Los Angeles declared that tom McCarey of Los Angeles declared that it was a brace game he was up against and that it would be exposed in due time. It was openly charged at the time that Rickard put up \$20,000 as a forfelt with money provided by Coffroth, but this was denied. Coffroth refused to talk about the election of the Gleason-Rickard offer, but went abroad soon after the signing of articles to book dates for the Jeffries-Johnson fight pictures. Coffroth will arrive here from London in a few days and may throw some light on the situation.

Meanwhile it is said that Coffroth's mysterious pull may prevent Promoter Hester from pulling off the Wolgast-Nelson battle in San Mateo county on February 22. Hester cannot secure the necessary permit from the county authorities, who preside over the Colma plant, and is also in wrong with the Frisco Supervisors. As a result McCarey of Los Angeles has renewed his attempt to get the match and has offered Nelson \$14,000 as his end. Nelson, however, declares that if Hester cannot pull off the fight on schedule time he will not meet Wolgast at ali—an excelient way out of a match with a dangerous young challenger. All things considered, therefore, it is apparent that politics and puglism in Frisco nowadays are hand in hand.

Harry Thomas, the English bantam, will be put to a test at the Olympic Club in Hariem to-morrow night when he meets Pal Moore, a cracking good youngster, in a ten round bout.

Barney Dreyfuse's reply to Charlie Ebbets anent the row over the 183 game schedule is that both resign from the schedule committee and leave the task of drawing up an arrangement of dates to President Lynch and Secretary Heydler. It is a fact that the American League's schedule committee has no such embarrassing committee has no such embarrassing labors, as Secretary Robert McRoy draws the dates and seldom has to change them. Because of the intense rivalry among the major league teams some critics believe that club owners should take no part in the schedule making. Chairman Ebbetts of the National League's committee is experienced and painstaking, however, and the club owners, with the possible exception of Dreyfuss, have perfect confidence in his ability.

George Rose, the millionaire bookmaker and race track promoter, has quit laying prices at Juarez. It is said that the sharp shooters dug such a big hole in Rose's bank account that he realized that he could not recover his losses.

Oral betting at Oakland has been so successful that President Thomas H. Williams announces that when the present meeting expires on February 11 forty and perhaps sixty days will be added by the association. On several occasions more than 5,000 persons have paid admission to the Oakland track this winter. Williams, who was prepared to lose \$100,000 on the venture, will probably break even and may even collect a profit.

SUBARTSHOOTER CLASS.
Corporal R. E. Larendon, Company G.
Corporal T. D. Lucus, Company K. 18 22 NOVICE CLASS.
Private L. Freeman, Company G. 18 19 Private L. Freeman, Company G. 16

REPERT QUALIFICATIONS.

Private A. Scholz, Company A. 65
Corporal W. O. Raymond, Company G. 64
Corporal R. E. Larendon, Company G. 69

40 SHARPSHOOTER QUALIFICATIONS. Private B. C. Meyer, Company C. 31 35 Corporal J. R. McGuffle, Com-pany G. 30 35 Private Black, Company B. 32 37 Sergt. W. D. Wilkes, Company L. 31 33

Hoppe Challenges Sutton.

Willie Hoppe has challenged George Sutton to play for the 18:1 balk line billiard championship. He sent the challenge to I hereby challenge George Sutton for the 18:1 balk line championship for 1,500 points, to be played in blocks of 500 points on three successive nights, according to the rules governing the championship, and I herewith enclose \$250 as forfeit. forfelt.

It is very probable that the game will be played in Orchestra Hall, Chicago, as Sutton lives in Chicago and he has the right to name the place and the time when the match shall be played.

AUTOMOBILING.

THIS WONDERFUL EMBODIES THE VERY HIGHEST PERFEC-TION IN AUTO-MOBILE MANUFAC TURE.

The preference given the BENZ by the nobility of Europe and the foremost families of this country attests its superiority and recommends it to discriminating buyers.

"BENZ PRICES COMPARE MORE FAVORABLY MADE CARS THAN DOES THE AMERICAN MADE CAR COMPARE WITH BENZ QUALITY" WE CAN NOW MAKE IMMEDIATE DELIVERIES OF ALL MODELS, INCLUDING . THE FAMOUS 18-22 H. P. TOWN CAR WITH LANDAULET BODY



COMPLETE LINE NOW ON EXHIBITION AT

BENZ AUTO IMPORT CO. 1599-1601 Broadway, Near 48 St., N. Y. PHILADELPHIA AGENT

The Bergdoll, Hall Motor Car Co., 338-340 N. Broad Street.

CLOSE GOLF AT PINEHURST. Gardner Beats Knapp in Final of Advertising Tourney.

PINERURST, N. C., Jan. 13 .- The advertising men's golf tournament ended to-day in a brilliant nineteen hole match between J. P. Gardner of Midlethian and Joseph P. Trapp of Garden City which was decided in favor of the Western golfer. At the turn Gardner was 7 up, the tenth was halved, Knapp won the eleventh, halved the twelfth, won the thirteenth with a bogey three, holing an approach put several yards off the green; won the fourteenth with a par eighteenth with a par five, to six for his

On the nineteenth Knapp outdrove Gardner, laying his second within seventy-five yards of the hole. Gardner on his second was 100 yards from the green. His fourth was within eight feet of the hole and he ran down the put.

Among the special events of the day was a medal play handleap with prizes for the three best net scores on both the old and the new course, E. Chichester (16), 74; Z. T. Miller (12), 78, and William C.

the midwinter tournament last Monday with a card of 76 to 79. A socond tie at 84 resulted earlier in the week.

The summary:

First Division—Semi-final—J. P. Gardner, Midiothian, beat Major J. J. Morrow, Columbia, 7 and 6; J. P. Kuapp, 6 garden City, beat R. T. Purves, Woodland, 3 and 2.

Final—Gardner beat Knapp, 1 up (19 holes).

Consolation—Semi-final—G. H. Barnes, Garden City, beat Charles Presbrey, Fox Hills, 2 and 1; W. C. Freeman, Montclair, 5 and 4.

Final—Barnes beat Freeman, 3 and 2.

Second Division—Semi-final—W. L. Crocker, Bree Burn, beat Marshall C. Marshall, Warren, Pa. 2 and 1; W. C. Thomas, Glen Ridge, beat 1; T. Stern, St. Andrews, 3 and 2.

Final—Crocker beat Thomas, 3 and 2.

Consolation—Semi-final—E. J. Ridgeway, Montclair, beat C. H. Maithlessen, Ardsley, 1 up (19 holes). Robert Collier, Dunwoodle, beat C. P. Final—Ridgeway beat Collier, 4 and 3.

Third Division—Semi-final—W. J. McDonald, Midiothian, beat S. K. Keith Evans, Knollwood, 5 and 3; H. H. McSweeney, Oil City, beat H. H. Martel, Jr., Metropolitan, 1 up (19 holes).

Final—McDonald beat McSweeney, 1 up (19 holes).

Consolation—Semi-final—H. W. Ormsbee, Al-

JACKSONVILLE RACES. Green Seal Beats Sinfran by a Head in Handleap.

JACESONVILLE, Fla., Jan. 45.—The usual Saturday crowd attended the races to-day and as three favorites and two second choices won, they had a good day. The stake race was the Dixie Handicap at a

stake race was the Dixie Handicap at a mile and a sixteenth, and after a pretty race, Green Seal won by a head, with Sinfran a nose before Polls.

The summary:

The summary:

The first Race—Three furlongs—Lady Stalwart, 115 (Troxler), 8 to 5, won; Lady Ormicant, 112 (Musgrave), 10 -10 1, second; Stepfather, 115 (Nicol), 25 to 1, third. Time, 0:35 4-5. Easy Life, James Mc., Agnes May, Edna Collins, Vallonia, Naughty Lad, Definite and Bendaga also ran.

Raughty Lad, Definite and Bendaga also ran.

Third Race—Six furlongs—High Range, 112 (G. Burns), 1 to 3, won; Harold Hail, 109 (Troxler), 50 to 1, second: Endymon, 112 (King), 6 to 1, third. Time, 1:13 3-5. Inferno Queen, Alencon, Enlist, Katherine Van and Splendida also ran.

Fourth Hace—One mile and a sixteenth—Green Seal, 115 (Ganz), 9 to 5, won; Sinfran, 101 (Davis), 6 to 1, second: Polls, 106 (Howard), 2 to 1, third. Time, 1:47 1-5. Pinte, Sir Cleges and Jack Nunnally also ran.

Fluth Race—Five and a half furlongs—Tom

AUTOMOBILE NOTES.

The Maxwell-Briscoe Motor Company has planned to produce 15.000 cars for the season of 1910, the 1909 output having been 9.200 machines. The ground areas of the plants at 1817 week. Providence and Newcastle total 114 acres, the amount of covered floor space being 1,071,000 the amount of covered floor space being 1,071,000 square feet. The Tarrytown plant is to produce square feet. The Tarrytown plant is to produce square floor available. 30 horse power machines. The ground areas of the plants at Tarrytown 3,000 of the four cylinder, 30 horse-power machines.
divided equally between touring cars and roadasters. Six thousand of the four cylinder 22 borse-power machines of all types are to be turned out at the Providence plant. The big plant at Newcastle, Ind., is to produce 6,000 of the two cylinder 12 horse-power runabouts.

The old Tarrytown plant occupies twenty-two acres and has 149,000 square feet of floor space: \$50,000 worth of new machinery has been reently installed. The new Tarrytown plant has eighteen acres of ground area and 160,000 square feet of floor space. In the former Rand Drill plant are installed the Maxwell frame, body, brass, pattern, painting and engineering departments. In addition to the old Rand buildings the Maxwell firm has erected a new house and eliminated for the page 200. firm has erected a new brass and alumi Besides these two plants the firm has established

three best net scores on both the old and the new course. E. Chichester (18, 74; the new course, E. Chichester (18, 74; the new course and the new to receive the new the new to new the new to new the new to n

since its inception the Chaimers Detroit Company has tripled its manufacturing facilities.

Since its inception the Chaimers Detroit Company has tripled its manufacturing facilities. Originally there was but one building, 300 by 90. Feet; now there was but one building, 300 by 90. Feet; now there are three, the third one not yet completed. All of these buildings are four stories high. In the new structure \$150,000 worth of new machinery will be installed and in this building over 1,000 motors and gear sets for the 1910 cars will be manufactured. The company built 3,150 cars for the 1900 season and it is expected that 5,000 will be turned out during the 1910 season. Deliveries for 1910 began last July and at present the capacity is thirty-five to forty-five per day. The factory floor space totals more than 540,000 square feet, exclusive of numerous warehouses and testing sheds.

A story of steady growth, prosperity and a successfur mastery of the problems surrounding the making of the car that the majority of people want is given in the brief summary of the growth of the output of the Mitchell Motor Car Company of Racine. Wis. In 1905 just 350 automobiles were marketed. In 1905 the number had been increased to 660, officers of the concern practically planning to increase production twofold each year. The ratio was maintained the following year, the 1907 output being 1,367. In 1908 the production was 2,166 cars, despite the hard times, while the 1909 supply was a trifle more than 3,000 cars. The output of 1910 models of all kinds will approximate 5,700 cars.

all kinds will approximate 8,700 cars.

George H. Robertson, the racing driver, has closed for the Eastern agency of the new Parry Car. manufactured by the Parry Automobile Company at Indianapolis, Ind. His territory will include castern New York, northern New Jersey and southern Connecteut. During the Atlanta motordrome races Robertson first saw the Parry and expressed a desire to drive it to the racecourse. He was so impressed with the machine that last week he communicated from New York and opened negotiations with the factory and succeeded in closing for the metropolitan agency. He will locate on Broadway, and the coming season should see him demonstrating the speed ability of these cars.

atrating the speed ability of these cars.

That Kilgore shock absorbers are the only absorbers made on the right principles and that they not only eliminate jouncing and jarring but save springs is the claim of President Evans of the Kilgore Company. In speaking of the Kilgore not only prevents disagreeable bumps to the occupants of the car while traveiling over rough roads but it as well is a wonderful protection for springs. It is so made that it takes care of the recoil as well as the actual jaritself, and is the only absorber on the market that does this, acting in this way as an aid to the car springs. It is truly a wonderful affair for protecting springs, and in this respect is totally unlike any absorber made.

Walter C. Allen, a veteran of the business in this city, has secured the Fastern distributing agency for the Pierce-Racine car, which he will handle in connection with the Mercedes from a store in automobile row.

The splendid business done at the Grand Central Palace show, which has just closed, may be taken as an indication as to what may be expected in the automobile line in 1910," states Harry H. Radford, general sales manager of the Carterear company, builders of the friction transmission and chain in oil driven Carterear. "Our company has displayed its line in all the important shows since 1905, but the Palace show beats anything I ever attended before for the volume of business actually closed up. From the doublook at present it will be necessary to add a complete night force to the factory in a few weeks time in order to keep the delivery dates within any kind of reasonable time."

AUTOMOBILES.

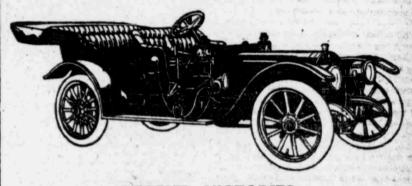
Matheson

Hundreds upon hundreds of letters like the following, from the most prominent men of affairs all over the country, tell the true story of motor car value:

Regarding the \$3,000 Matheson Six Cylinder Car:-

From W. D. Call, American Steel Foundries, New York City.

"The 'Matheson Six' purchased from you last fall is most satisfactory. It is the smoothest running car in which I ever rode and has never been out of commission for one minute. Climbing hills and plowing through. deep mud and snow seem to be enjoyment for it."



RECENT VICTORIES.

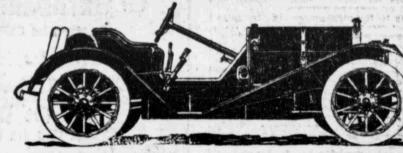
A Matheson 1910 stock Four awarded cup for perfect score in New York to Atlanta, 1,063 miles, reliability contest, making the fastest time of 62 cars starting (54 hours and 15 minutes-a new record) and being the only car out of the 62 starters to require absolutely no repairs or adjustments (not even a tire puncture) for the entire

Matheson 1910 stock Six won the first prize (cup). driven by private owner, in Redlands, Cal., mountain climbing contest, covering 9 miles in 9 minutes (rate of a mile a minute) all up grade, over rocky, mountain roads; through Sand Canyon and around the dangerous Hairpin Turns.

(£ Ix Cylinder, open bodies. \$3,000 and \$3,500) closed " \$4,200 and \$4,700 open " \$4,750 and \$5,000 closed " \$6,750 IMMEDIATE PRICES: Four " \$4,750 and \$5,000 DELIVERIES

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4 cylinder "30" - - - 1,575

Touring Car, Toy Tonneau or Runabout. Up-to-date in every detail.

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Thirty Bodies, Landaulettes,
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Any reasonable offer! "Why Freeze?" AUTOS CHEAP NOW --- DON'T WAIT 1910 will be biggest year; prices will soar! So don't hesitate. Wouldn't you rather buy Al makes, in good order, like:—
Packards, Pierces, Peerlesses, Mercedes, Fiats and 100 more, than those cheap cars at same price? Well, that's why we're here. Try us! Demonstrations cheerfully given. Square dealing!
PRICES \$200 TO \$3,000 ALL AI

BROADWAY MAMMOTH AUTO EXCHANGE. 36, 38, 40 West 60th St. SIMPLEX 1909

sale. A duplicate of the car winning the Lowell Road Race. This car is brand new and has never been used. Owner going, to Europe very soon only reason for selling. Fitted with close the side for a chauffeur. Cape cart top with cover, lamps, luggage rack, seat covers, horn, &c. Coat \$6,000. Can be seen at the Mass. Auto MATHESON AUTO CO. 1850-1850 8 Way. Club. Boylston .st., Boston, Mass., or address

To satisfy himself that the Moon thirties leaving the factory are as powerful on the road as under the dynamometer test in the factory. Stewart McDougld, vice president of the Moon Motor Car Company, spent a day in the snow drifts of the Missouri bills last week. He drove the new ear from St. Louis to Washington, Mo., and back, a distance of seventy-five miles each way, in one day. The car was a inished thirty, ready for delivery, not a test car. Not a tool was touched to the machine or tires the entire trip. Except when snow ploughing was necessary the high gear, third speed, was used, even on the stoepest hills.

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